



THE HIGHWAY



VOLUME 1 — NO. 11

TRENTON, NEW JERSEY

JUNE, 1943

PROJECTS MEN PREPARE FINGERPRINTS



When the Bureau of Public Roads requested that all State Highway employees be fingerprinted, the job was assigned to Projects Inspectors William H. MacMurray and Edward Banin. After a course of training at the State Police School at Wilburtha, these embryo G-men traveled throughout the State smudging the fingers of Highwaymen in every division. Banin is here recording the dainty digits of Mary Massarotti while MacMurray jots down the necessary data.

Military Leaves Expire 90 Days After Discharge

The following article is published expressly for the information and protection of Highway employees now serving with the Armed Forces of the United States or with the Merchant Marine. These men, who are absent from their employment by virtue of the fact that they are serving their country, are receiving full protection in their seniority during the period of their absence. In addition to this the Department pays their pension contributions.

It must be fully realized, however, that the leave of absence under which they receive this protection, terminates ninety (90) days after the date of their Honorable Discharge from the branch of service in which they are now serving. This is not a Highway Department ruling, but is definitely set down in Chapter 327, P. L. of 1942.

Therefore every Highwayman now serving with the Armed Forces or with the Merchant Marine should definitely understand that in order to protect himself, it is his duty to report to the Highway Department within ninety (90) days of the date of his Honorable Discharge and signify his intention of resuming his former employment.

Those who receive such a discharge from these services by reason of age and for the purpose of entering a war plant or other vital industry, should write to the Civil Service Commission for information as to what steps they can and should take.

For your own protection, it is most important that you follow this procedure.

Help Root Out The "Cheats"

In response to my request made to groups of Maintenance men who called on me recently, that all honest men owed it to themselves and the State to help root out the few who are dishonestly claiming sick leave benefits, I have received several reports of such cases.

Some people might jump to the mistaken conclusion that such reports constitute "squealing"; but it is not squealing to show up the cheat who endangers the welfare of all, and who takes money from the people of New Jersey dishonestly.

It is unfortunate that certain licensed physicians, knowingly or unknowingly, help such men to defraud the State by giving an unwarranted doctor's certificate. Several measures to stop this unethical practice are now under way, and unless this practice is abandoned by the few, the Department will require every doctor's certificate to be sworn to before a notary public. This will work a hardship on the great majority of physicians whose ethical standards are beyond suspicion, and will naturally make it more burdensome for the honest employee.

I am glad to report that there is an ever-increasing sentiment among our hundreds and hundreds of upright and decent employees against the fraudulent practices of the few cheats among us who still abuse their sick leave benefits. I promise all those good people that I will keep after these unscrupulous men until they are shown up, hauled to court and taught a severe lesson. The assistance I am now getting encourages me to believe that the day of reckoning for the cheats is drawing nearer.

Eugene V. Connatt,
Administrative Assistant.

THINK

ALEX LEUCHTERS

If you think you are beaten, you are,
If you think you dare not, you don't;
If you'd like to win but think you can't,
It's almost certain you won't.
If you think you'll lose, you've lost,
For out in the world we find
Success begins with a fellow's will,
It all in the state of mind.

If you think you're outclassed, you are;
You've got to think high to rise,
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man;
But soon or late the man who wins
Is the man who THINKS HE CAN.

NEW SCHEDULE FOR VACATIONS MID-WEEK START WILL AID TRANSPORTATION

As summer approaches, employees of the State Highway Department will be thinking of their vacation plans and how they can be worked out with all the wartime restrictions on the use of automobiles and the mounting demands for manpower.

The director of the Office of Defense Transportation has just issued an important announcement about vacation travel. This is contained in a letter which has just been received from the Honorable Vincent P. Keuper, President of the Civil Service Commission, calling upon public employees to confer with the request of the Director of Defense Transportation. The letter follows:

"TO STATE, COUNTY AND MUNICIPAL DEPARTMENTS, COMMISSIONS, BOARDS, INSTITUTIONS AND AGENCIES:

"The Director of the Office of Defense Transportation has asked business and industry to begin and end employee vacations on **Tuesdays, Wednesdays or Thursdays** and to schedule such vacations throughout the year. The ODT Director states that increased military and war-connected business travel during the coming months makes it possible to handle increase in travel only "if it is held to a low minimum and only to the degree that it replaces strictly non-essential travel" and that the usual concentrated July and August vacation travel cannot be handled by railroads and bus lines.

"The ODT Director further says, "We are strongly urging persons who can take vacations this year to spend them at home or as near home as possible. We are urging them, if they go away from home, to limit their travel on public carriers to a single round-trip to the place where the vacation is spent. And we are urging them to do any vacation traveling only on days other than Fridays, Saturdays, or Sundays, so as to avoid the week-end travel peaks.

"It would seem that public employees in both State and local government in New Jersey should conform as nearly as possible to the requests of the Director of Defense Transportation. This communication is being sent to all State and local government department heads operating under the civil service laws, with the approval of the Governor, and with the request that department heads and employees cooperate in working out a stagger plan of vacation leave, that vacations begin under such plan as promptly as possible and that the fullest cooperation be given to the Director of Defense Transportation in meeting his requests made necessary by reason of the war emergency."

Very truly yours,

(s) THE CIVIL SERVICE COMMISSION

Vincent P. Keuper, Pres.

The employees of the State Highway Department will want to comply gladly and promptly with this request. To avoid vacation traveling on the weekends is another way in which each one of us can do our bit in winning the war!

Now is the time to work out with your supervisor the best time for taking your vacation this summer. Vacations are not banned by this Order of the Civil Service Commission or by the Department. We merely ask that they be adjusted to the schedules and plans both of the Federal Government and the State Highway Department.

SPENCER MILLER, JR.

State Highway Commissioner.

Rutgers Honors Comm. Miller

Confer Honorary Degree of Doctor of Letters

Rutgers University conferred the honorary degree of Doctor of Letters on Highway Commissioner Miller, at its commencement, Saturday May 8th.

In conferring this honor, Dr. Robert Clothier, Rutgers president, read the following citation:

"Spencer Miller, Jr., a man who can think straight and purposefully and can express himself clearly and fearlessly, who is inspired to action by a deep concern for the material and spiritual welfare of his fellowmen—such a man renders a service of particular significance in times like these when all the ancient values are in jeopardy and there is need for enlightened leadership. For years you have devoted your energies to clarifying the misunderstandings which breed conflicts among men. You have sought through education to strengthen the capabilities of the workers and so advance their interests. You have striven to safeguard the basic structure of our system of free enterprise through promoting an understanding of the essential community of interest of industry and labor. You have succeeded in helping make

(Continued on Page 3)

Highway Continues To Set Pace in Mileage Reduction

Total For 4 Months Well Within Quota

Travel Officer Clifford Wear has just released figures that show what a fine record has been established by the State Highway Department in its drive to conserve gasoline and rubber for war uses.

During the first four months of this year the total distance traveled in Highway vehicles was 1,041,179 miles as compared to the 2,654,202 miles traveled during the corresponding months of 1941. This is a reduction of 61%.

This is a record that everyone should be proud of, considering the many inconveniences that led to its achievement, and it is a record which many played an important part in establishing. It should make good reading for the boys in the Armed Forces.

A comparison of the first four months' mileage follows:

	1941	1943
Jan.	671,406	337,444
Feb.	608,512	206,709
Mar.	674,190	253,132
Apr.	699,094	243,894
Total	2,653,202	1,041,179

Dr. Messick Lauds Highway Dept. In Exposing 'Cheats'

The Civil Service Commission especially commends the employees of the State Highway Department on the campaign which they have initiated through the department magazine — THE HIGHWAY, to root out the "cheats" who by their indifference and lack of appreciation of their responsibilities abuse the privileges and protection which the State has provided and who bring reproach upon the thousands of their fellow employees by their neglect.

State workers are citizens. They are drawn from all professions and trades and walks of life. They are like their fellow citizens and neighbors and they fairly represent the citizenship of the State. There are a few among them who are indifferent to their duties and responsibilities. They do not set good examples nor do they seem to appreciate their responsibilities. But these are a very small minority and are no greater than workers to be found in any private industry or enterprise. The great majority of public employees are industrious, capable and earnest workers. The public forms its opinion of all government workers from the few whose conduct and industry are not all that they should be. This Commission has said many times over the years that the public employee is just as competent, just as industrious, just as desirous of doing a good job as any other class of workers and that employees themselves must take the initiative in demonstrating this fact to their fellow citizens.

The Commission believes that the action of the State Highway employees will have a wholesome effect and it commends the Highway employees campaign to all State employees.

Chas. P. Messick
Chief Examiner and Secretary
Civil Service Commission.

The Civil Servant's Pledge of Faith and Service

I have faith in my Country and its Institutions. I believe in the importance of my job and in the dignity of all public service. I count myself fortunate to live and work in a State where I may obtain public employment through competition fairly won and under a system which permits me to look forward to a career as a public employee and advancement through merit.

I know that government is no better than the people who direct its affairs and do its works. I will be honest, loyal and industrious in the work I have to do. I will be courteous in my relations with my superiors, my fellow workers and the public. I will use public property entrusted to my care for the purposes intended and protect and conserve it as though it were my own.

I will refrain from doing anything that will bring discredit upon the State as my employer or upon me as a civil servant. I will strive through my acts and my work to realize the purposes for which government is established and so merit the esteem and respect of the people.

THE HIGHWAY

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PROTECT YOUR RIGHTS

Elsewhere in this issue Mr. E. V. Connett has written some plain facts regarding the abuse of sick leave on the part of a few employees. That article should be read by all, for it deals with a condition that, unless checked now, can have far reaching and disastrous results for each of us.

The greater number of State Highway employees have enjoyed the benefits of sick leave for a comparatively short time. Only since 1938 has the Equipment Division, as a whole, had this form of protection, and it was not until 1941 that the great body of Maintenance men were granted similar benefits. Before these dates a man was not paid for the time lost through illness. A day in bed meant a smaller pay check.

Fortunately this condition no longer exists. Today, after a long, hard struggle, in which many obstacles were overcome, every man and woman is fully protected within the provisions of the law. Everyone now enjoys a form of insurance against loss of pay through sickness, and the benefits derived are considered just that.

Unfortunately there are some irresponsible individuals among us who would deprive all of us of these benefits by continual abuse of the sick leave privileges. These are the men who should be weeded out immediately! In this task, every honest man should lend a hand.

Ask yourself these questions: Has any man, or group of men, no matter how small, the right to endanger the hard-won benefits now enjoyed by all employees? Have these individuals, who use their sick leave for purposes other than intended, who are cheating you, the State Highway Department, and the people of New Jersey, the right to expect protection from the great mass of faithful public employees? Or should you and all conscientious workers expose them for what they are—CHEATS?

Now is the time to make your decision, before it is too late. There aren't many of them but what few there are can do irreparable damage. They can, if left unmolested, rob you and your family. Act now! PROTECT YOUR RIGHTS!

LAND and LEGAL

ED. DRAKE

We wish Miriam Devlin, of the Legal Division, a speedy recovery from her illness, which has confined her to the hospital. Miss Devlin's physician diagnosed the case as appendicitis but after a further examination there seems to be some doubt.

We extend our sympathy to John Watt by reason of the loss of his mother, whose death occurred after a lengthy illness.

Jim Kondas has been accepted in Uncle Sam's navy and is now in training at U. S. Naval Training Station, Newport, R. I. Jim writes that he wants Blonde to take his place at the office, but we are not sure that the "Old Boys" left here could appreciate a blonde like Jim could.

There are several enthusiastic Fernwood Victory Gardeners from this Division, among them being Heinie Kramer, Vince Rebbeck and Ed. Drake. You can find them at Fernwood most any Saturday or Sunday supervising the work of their wives. Much to Vince's dismay his wife used a pack of carrot seeds in a five foot row. Ed's boy George, five years old, is a most enthusiastic worker.

Many of the Title Bureau boys have recently taken a promotion examination for Title Reader and Settlement Clerk. If cramming helps we know who will be first on the list.

Bill Hancock, Right of Way Negotiator, injured his hand while working in his garden, which necessitated the removal of a small bone in his wrist. He is well on his way to recovery now and the Doctor reports that he will have full use of his hand.

Enroll Now For June Plasma Drive

Adopting the slogan "Send A Pint of Your Blood to the Battlefront," the committee headed by George A. Hefferman, of the Bridge Division, Chairman of the State Employee's Blood Donor Service, has started a drive to enroll, if possible, more donors than took part in the record breaking performance of last April.

In speaking of the value of this service Hefferman said, "Blood plasma is a definite life saver. Shock is one of the major causes of death during wartime and almost every wounded man suffers from it. In such cases plasma literally spells the difference between life and death."

Hefferman went on to explain that everyone volunteering for this worthy cause receives a careful check of their physical qualifications at the Blood Donor Center and that there is no risk involved. The requirements as a blood donor are that you be between the ages of 21 and 60 years and that the weight be 110 pounds minimum for women and 125 pounds minimum for men. Those between the ages of 18 and 21 years may volunteer provided they have the consent of their parents or guardians.

To date the American Red Cross has acquired a little over a million pints of blood. It is conservatively estimated that our wounded men will need at least four million pints during the current year. The only people who can supply this vital stream of life are those on the home front. Let every able bodied man and woman do their share. When a member of this committee contacts you tell him, "YES."

Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Administration	
Harcar, Thomas A.	Army
Suchocki, Frank	Army
Construction	
Collins, Karl T.	Navy
Finch, Robert B.	Navy
Electrical	
Innocenzi, Armand	Army
Stouffer, Ralph	Merchant Marine
Equipment	
Carr, Joseph P.	Army
Maintenance	
Croce, William	Army
Wood, Stanley	Army
Real Estate	
Kondas, James	Navy

News From the Boys In the Service



LT. LLOYD ANGSTER

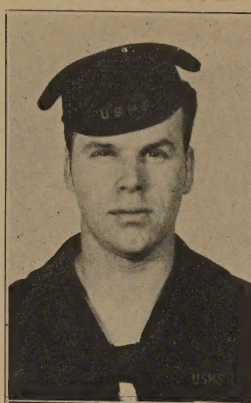
We are indebted to Mrs. Emma Angster for the picture of her son Lloyd E., of the Newark Office of Survey and Plans. Lloyd is now a 1st Lieut. in the 10th Field Artillery Battalion at Camp Gordon, Ga. After two years in the service of his country he is most anxious to hear from his many friends in the Department and looks forward to receiving THE HIGHWAY.

A long letter was received the other day from Bob Reed of Administration. He is now located at Squadron 1—Class 43-F, George Field, Lawrenceville, Illinois, where he is completing his advance pilot training. In speaking of the recent midwest floods Bob writes, "We're completely cut off from the outside world except by telephone and of course airplane. Never worked so hard in my life as I did a few days ago when we were called out to build a levee to save the place. . . . Yesterday, while flying for the first time in several days, I realized how serious the situation really was. . . . not a thing but water for miles. Seems strange to fly along and see water up to the roof tops and nearly to the top of the telephone poles. . . ."

"Looks like I'll not be flying a P-38. . . . so I chose a twin-engine bomber. . . . hope I get a B-25 or possibly a transport of some kind. Keep sending THE HIGHWAY. Am always glad to receive it. Am especially interested in the whereabouts of fellow Highwaymen and the news of the department."

Danny Radice of the Electrical Division sends word to his former associates to say, "Here I am in the Navy now. Really getting tougher every day. They have me drilling and exercising every day and if I am not carried home, I

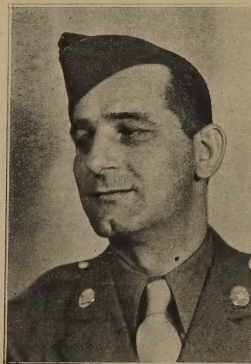
In Merchant Marine



SEAMAN MARTIN BENZ

While not technically considered as our Armed Forces, we feel that the boys in the Merchant Marine are doing a most wonderful work, under the most dangerous of conditions. Therefore it is a pleasure to present Martin Benz of the Boring Outfit, who is now in training at Sheephead Bay. Martin is a Trentonian who came to the Highway as a result of a fine record established in the CCC and later with the NYA. A nice boy, Martin.

Lt. George McCann (334th Engr. Regt. (SS), APO 795 c/o Postmaster, New York) of the Maintenance Forces writes from far off Iran to tell the world and the boys in the Trenton office in particular that Sunday, May 2nd was his lucky day. Says George, "Today was a banner day for me on mail. It came in a bunch. . . . I spent a pleasant hour reading. "Later I went out with a British officer and some native property owners (palm trees). We went through a grove and marked the trees I was to cut down. . . . When I came back I was invited to a turkey dinner. You know, you really jump at those things. The first turkey in many months and after eating canned "Willie" and the like, it sure was a treat. . . . When I came back the mail was waiting. What a Sunday! I received THE HIGHWAY today also. It sure is nice to get the paper and keep in touch with what is going on back home and with the other fellows that are in the service."



CORP. PETER CIMBALA

Corporal Peter Cimbala in a recent letter to A. Lee Grover, written from North Africa says, "I work for the Asst. Adjutant General. It is interesting work and I like it. . . . I suppose when the boys clean up this part of the world we will be on the move."

"Our camp is the finest in this area. When we first got here it was nothing to write about. Now we have a recreation hall and four PXs where you can get about anything. We have the hottest band in the world. Once a week we have jam sessions. . . . Pete's address is: Corp Peter Cimbala, 323668263 Hq. 1st Replacement Depot, APO 776, Postmaster, New York City."

We have just been informed that Chas. V. Dickinson of Maintenance is now the highest ranking officer representing the State Highway Dept. He was recently promoted to the rank of colonel and is stationed at Training Center, Fort Sill, Oklahoma.

will turn out a tough Gob I hope. . . . May be home in about eight weeks and will drop around and see you all." Dan's address is: Dan Radice A. S. Co 4214, Bldg. 427, U. S. N. T. S. Bainbridge, Md.

Highway Department Civil Service News

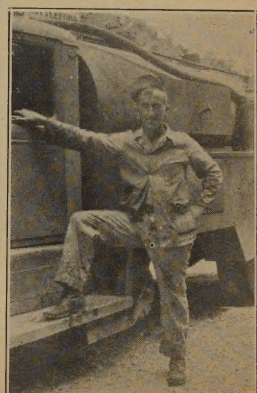
Tests Scheduled

Garage Attendant Salary \$1200-\$1560 per annum. Open to male citizens, resident in the State of New Jersey for at least 12 months immediately preceding the announced date for this test. Vacancy State Highway Department.

Marino Heads Lodge

On Tuesday Evening, May 4th, 1943, Anthony Marino attached to the Survey and Plans Division at the Upper Monclair Office was installed as Exalted Ruler of Paterson Lodge No. 60, B.P.O. Elks. The installation ceremony was performed by James H. Driscoll of the Northern District Office. Jim is a Past Exalted Ruler of Orange Lodge. He was assisted in the rendition of the ritual by Wm. McCormack, Assistant Attorney General, Past District Deputy Grand Exalted Ruler and Past Exalted Ruler of Orange Lodge and a delegation of Past Exalted Rulers of Paterson Lodge.

C. A. Burn attended and spoke of Tony's long association with the Highway Department and wished him a successful administration as Exalted Ruler. Tony was presented many gifts on behalf of his numerous friends.



CORP. S. S. LONG

Stokes Stewart Long is now a corporal. In a recent letter he sent a snapshot of himself which he explained as follows: "You can figure out what it is. If you can't ask Willard (Emmons) he will tell you. I hope the censor will let it go through. When the picture was taken I had it placed so the numbers would not show on it. I counted the snapshots in my album and have over two hundred. Did Red Tantom ever get that big Mack tractor? (The answer to that one is, No! Ed.) He should see some of them that we have, the biggest that come."

Long's address is: Cpl. S. S. Long 12051560, Eng. Utility Det. A.P.O. 869, c/o Postmaster, New York City.

WRONG NUMBER

Alex Muir's telephone extension on the State House Board is 8101. This is identical with Swern & Company's number in the Trenton directory. It's nothing unusual for Tony Kuhn to get several calls a day asking for ladies' lingerie or children's express wagons from people who have neglected to dial their "nine" before making the outside call. The other day Tony happened to be out of the office at the time and Paul Ljutich answered the phone. The person calling asked for the basement and Paul obligingly turned them over to the mail room. It later developed that the party calling wanted Swern's bargain basement. What sort of a bargain they managed to drive with the mail room remains undisclosed!

Baker Honored

Fred Baker, Maintenance Foreman, was recently awarded the coveted Purple Heart Decoration by the United States Government for wounds received in action and meritorious service. The action for which the award was received occurred in the Battle of Cantigny, France, in June, 1918, during which Fred was gassed and wounded while serving as First Aid Man with Company A, 28th United States Infantry, Regular Army, 1st Division. Fred had a long wait for an award which was justly deserved, and we are proud to congratulate him.

BRIDGE BRIEFS

A. J. LICHTENBERG

The following informative excerpt is from a letter received by Morris Goodkind on April 15th from his son Ensign Donald R. Goodkind from somewhere in the southwest Pacific. "Radio Tokyo keeps us in the war. A few weeks ago it reported this island seized and all Americans killed or captured. The following night the straight-faced follow-up told of American air raids on Jap installations here. So sorry, I must have slept thru it. Cap it with this purportedly true statement from a Jap captain to his marine captor. "You may take Guadalcanal, but you'll never get Pearl Harbor and California back from us." Am I misinformed and who holds New York these days?"

Paul Geiser, Bridge Construction Inspector obtained a leave of absence in April to accept a position as Associate Bridge Engineer on the Federal Works Agency of the Public Roads Administration. A letter from Whitehorse, Yukon Territory last month attests to Paul's complete satisfaction with his new job. We learn that the Whitehorse drafting room is a dandy, looking out on beautiful snow-capped peaks of the Rockies. Incidentally a shortage of designers exists. Conveniences for the men abound, such as camp club house, movies, Army commissary with American cigarettes at 50 cents per carton, electric washing machines and ironers, private rooms, showers, soft ball leagues, and photography club. The menus alone are delectable, and are well worth the trip.

Paul says that the plane trip from Edmonton to Whitehorse along the Rockies was soul-stirring and its beauty defies adequate description. Structures with concrete foundations and substructures are being built and spanned by wood or steel trusses and I beams. Some underclearances amount to 100'. Our Edison bridge has 135' underclearance.

BRIEFS:—R. E. Simon still teaching radio theory and laboratory to inductees at Temple University. . . . Paul Gabrenas working six days a week in the Pentagon building estimating materials for army transports and supply boats. . . . Lieut. Commander W. F. Hunter, wrapped in Navy building program for WAVES. . . . Post war bridge plans rolling off the boards.

Gardening conversation neck and neck with war effort. . . . Chas. M. Fox and Wilbur H. Spencer confirmed commuters to New Brunswick and Rutgers. . . . J. J. Koffler, C. D. Weller, Wm. Clow Jr., and A. S. Herron recent office visitors. . . . Stae Kanyuh's boy, Richard, with induction notice.

June brings birthdays to the following Bridge Division employees and with it our felicitations. Ralph H. Davis 7th, A. P. Gabrenas 24th, Robert Hutchinson 28th, A. J. Lichtenberg 10th and R. E. Simon 26th.

ELECTRICAL FLASHES

Reg Bowen

According to Arlington Wilson, attendant at the Nacote Creek bridge, some difficulty has been encountered in identifying the various signals heard during blackouts. Because of this, Wilson reports that his co-worker, Fred Tagtmeier has suggested to John Deter, the Supervisor, that visual signals be used. Maybe a little television would help.

John A. Kilpatrick, Senior Statistical Clerk has recently been re-employed and assigned to the Trenton office to fill a vacancy caused by the transfer of Henry Knoebel to the Trenton office of the State-wide Planning Survey.

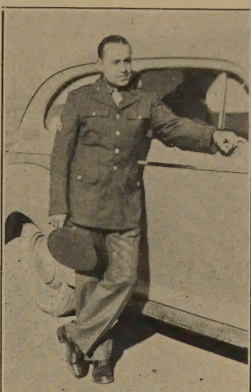
Major Hays, Chief of the Electrical Division, shows signs of his Victory Garden effort by reporting to work on a recent Monday morning with a sunburned forehead. Those who are familiar with the Major will appreciate the extent of redness.

Frank Wood, who until he entered the Army was the draftsman for the Division, was a welcome visitor recently. Since leaving us, Frank has been promoted to Sergeant and found time to marry Miss Donna Kerr of Lambertville while on furlough. Congratulations, Frank.

Jack Snyder and Armand Innocenzi of the field forces are now

EQUIPMENT ITEMS

JAMES O'ROURKE



SGT. THOMAS BUIS

Basking in the Florida sunshine we have our old friend Tom Buis, now Sergeant Buis of the Army Ordnance Depot, Camp Blanding, Fla. Tom will meet rememberers as the genial mechanic whose smile greeted everyone entering the Newark Garage. We are glad to say that Tom is enjoying the best of health and is looking forward to the day when he will return to his old stand at Newark. He wishes to be remembered to all his many friends.

John Seaman recently sent his second son, Norman, to the Army, while Jack Brower, of the Fernwood office, has two boys in the Army Air Corps. Both are Flying Cadets at Keesler Field, Miss. Ross, the older, graduated from Rutgers with his B.S. degree and Burton had completed his first year.

Frank Montgomery, Equipment Operator, who was injured while working on the Camp Kilmer job, has returned to work in good shape once again following an operation on the injured knee.

Peter Radice's son, Dan, who formerly worked in the Electrical Division office, is now in the Navy. This makes the second Radice boy to wear the Navy blue. Harry Hullfish, one of Bill Van Breemen's right hand men, reports the safe arrival in North Africa of his son, Milton.

In a recent letter to Mr. Young, Walter Crane, who previous to entering the service was a Road Mechanic, operating out of Newark, tells of being on Island X somewhere in the South Pacific, with a Sea-Bee Battalion.

You can imagine his surprise upon hearing a band concert and finding that the drummer was none other than Jack Carr, Jr., who, unknown to Crane, was in the same battalion.

Walter says he is very thankful for the copies of THE HIGHWAY and sends his regards to all his friends back home. He would appreciate hearing from all who would care to write him. The address is:

Walter W. Crane, M.M. 2/c-C 1
Navy 8185
c/o Fleet Post Office
San Francisco, Cal.

Harry Dittmar of the Merchantville Garage is now in Oklahoma doing flood duty with the Navy Motor Transport Corps.

Joe Carr, mudjack operator is now stationed at Greensboro, N. C. with the Army Air Force Training Group. Joe is the third member of Supervisor Jack Carr's family to enter the Armed Forces.

Russ Cook has been kidded a lot about the fire alarm which was turned in at his home during the blackout and about which we reported last issue. Actually neither Russ or Mrs. Cook were at home at the time.

stationed in Florida. Snyder with the Air Force and Innocenzi with the Signal Corps.

Dorothy Jakubisin who is doing Nurses Aid work in the Trenton hospitals recently suffered an injury at home. Needless to say Dorothy promptly started nursing herself, with the result that she had recovered, and we are glad to add, resumed her duties in the Trenton office.

First Aid Kit Instructions

Several years ago for the purpose of providing immediate protection for the men in the field in the event of injury, First Aid Kits were installed on Departmental trucks, equipment and a large number of the cars assigned to field parties. These kits were provided with all of the items which, after careful investigation, were considered necessary to provide for most of the emergencies which were likely to occur on the job.

In taking this step, the Department had two major aims in view. First, and foremost, was the matter of safeguarding the health of the men. The immediate application of an antiseptic could mean that a slight scratch remained just a slight scratch and caused only a few moments inconvenience. Failure or neglect to use the first aid equipment could mean a serious infection and possible loss of life.

Reports Are Important

Each kit was provided with a small pad of report forms. When any material was used from the kit, a report was required to be turned in to the Claims Office and it provided an immediate record of the injury.

If at some future date the injury turned out to be more serious than was at first anticipated, the employee was protected by a proper record and no objection could be advanced against his right to be provided with medical and hospital treatment at no cost to himself. From these reports we would have a constant record of what was being used and what was required for refills to keep the kits constantly stocked up. Unless the kits are kept constantly filled, they fail to provide the protection which they are intended to provide.

Kits Safeguard Workers

When the kits were first installed there was a reasonable effort for some time to make out proper reports and to keep the kits adequately stocked. Recently, however, in many cases, the men in charge of the kits, (usually the operator of the machine) have become careless about keeping the kits stocked up, about safeguarding the contents against petty pilfering and about making out reports when material is used. This isn't true in all cases. Some of these men are very conscientious. The man who sees that the kit is kept properly filled and on hand when needed, is helping to safeguard the health and life of his friend and co-worker. The man who turns in proper reports is saving his fellow employee from possible financial expense and from embarrassment.

These kits should be considered by the men in charge an important part of their highway equipment. They should be kept fully stocked at all times. The Equipment Inspectors will check their contents periodically and assist in obtaining replacements. It is not necessary, however, to wait for these periodic inspections to obtain new material. A memorandum mailed to the Claims Office, State Highway Department, Trenton, attention of Charles Levine, will get you the needed replacements in a hurry.

Regulations

Departmental regulations applying to reports of personal injuries to employees and the use of material from the kit are as follows:

1. Where the accident is of a very minor nature, does not require the services of a physician but merely the use of an antiseptic and a band-aid from the kit, a report should be made out on the short form "First Aid Report" No. 78 provided with the First Aid Kit and forwarded immediately to the Claims Office.

2. In any case of a more serious nature or in any case where the services of a doctor are required, either at the time of the accident or later, a report must also be filled out on the long form No. G 185, by both the employee and his foreman or supervisor to accompany the short form and both mailed to the Claims Office at once.

3. Where no material from the kit is used, only the long form is required.

If these simple rules are followed and an honest effort made by the foremen and the men in charge of the kits to keep the kits properly equipped to provide the material when it is needed, the employees and our Department will both be benefited.

Woman of The Month



MARTHA E. SCALES

Our woman of the month is Martha E. Scales, Senior Clerk Stenographer, who has graced the Bridge Div. since May 11, 1936. Martha came to us with a competence born of exacting work as Secretary to one of the Vice Chancellors and Court Reporter for an Advisory Master of the Court of Chancery. Her work there involved verbatim reports of hearings, conferences and matrimonial cases which required speed and accuracy. She was appointed "Master In Chancery" by Chancellor Campbell which authorizes her to take affidavits, acknowledgments and the swearing in of witnesses.

This experience has stood her in good stead in her present work of technical and general office correspondence, plus the special reporting of hearings and departmental conferences which requires stenographic proficiency. We know she has acquitted herself well.

Martha in her spare moments farms a vegetable garden at home. She is also an apt worker of Cryptograms, Crossword and Rebus puzzles. Fox terriers are her favorite pet.

Yes, there is a Mr. Scales and he is an employee of the Equipment Division, with a departmental record of twenty-one years.

Drop Him a Line

Don't forget to sit down tonight and write that letter that you have wanted to write to one of the Boys in the Service and for some reason or another have just not gotten around to doing yet. As one fellow said, "Even a bill from home would look good."

Shoulder Experts



Charles L. Sagers (left) of Almonesson and Charles F. Redrow of Sewell, entered the employ of the State Highway Department on the same day, June 1st, 1924. Since that time, nineteen years ago, they have seen many changes in the roads of South Jersey and during the interim they have become recognized as experts in the maintenance of gravel shoulders. They were making a S.C.O. patch near Westville on Route 47 at the time the above photo was taken.

Both men are Maintenance Patrolmen and work under the general supervision of Foreman Lacy, P. Croxton.

PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division is to have at least one of its members working on the famous Alcan Highway.

John Houman has just been granted a leave of absence for that purpose and will presently join the Public Roads Administration.

Johnny, who is an inspector, and who has been working in the office for several months, will be a construction foreman, probably on bridge work. He expects to be stationed at White Horse in Yukon Territory.

May 26th he reports to Washington, D. C., and then goes to Edmonton by train. The rest of the trip will be by plane. Incidentally, only air mail reaches that locality at present.

While Johnny is away, which will probably be a year at least, his wife will double up with her next door neighbor whose husband is also at White Horse.

Note: Because we see no reason why it is not news, we take the liberty of adding the following item to Projects Paragraphs: Contributing Editor E. L. Meyer, is still chewing aspirin tablets following the removal of his tonsils. He spent three days in the hospital but is back on the job again, a little bit on the quiet side. Ed.

Sign Men



Stanley Schultz and Alfred Cramp know the type and location of every sign in South Jersey, in fact, they are the men responsible for placing and maintaining all but the electrical signs, from Bridgeboro south to Cape May.

When the photo was made, Cramp was holding a sign standard upright while Schultz placed the newly mixed concrete firmly around the base. They have a lot of territory to cover, but from the looks of the signs down that way, they do a good job.

Schultz has been with the Department for twelve years, while Cramp has just completed ten years.

MILLER HONORED

(Continued from Page 1)

real in the minds and hearts of modern men the principles of human conduct and human righteousness which were laid down for us long ago and which we still fail to understand or to practice.

"As a personal tribute to you and as an expression of our admiration, in recognition of your statesmanlike endeavors to advance the cause of human understanding and welfare, it is my privilege, at the direction of the Trustees of the University, to confer upon you, honoris causa, the degree of Doctor of Letters."

Suggestion Box

Suggestions continue to come to the Suggestion Box. Those not previously reported were received from Robert G. Blanchard, Harry Fowler and Walter Reeves. All are now being studied for possible adoption.

Keep the Suggestions coming in. Already several have produced the desired results, namely, a more improved method, a safer way, or something radically new and better. We hope to report in detail on many of these in the near future.

BUY WAR BONDS AND STAMPS

VINLAND'S VETERAN CREW



In 1939 the Highway Department built a modern garage in Vineland, complete to the last detail, and equipped to handle the automotive maintenance of that section of South Jersey. Today, after four years' use, the building is still as spotless as your Aunt Clara's kitchen—a tribute to Joseph Havran and the crew of veterans who work with him.

Joe, himself, is the real old-timer of the group, having come to the Equipment Division in 1918. In fact he is ranked in length of service with that division by only two men, Harvey Butterfoss and Robert Martin, neither of whom had been around a year when Joe came on the scene. The average length of employment of the entire Vineland contingent is eighteen years, including Andrew Havran, who joined the forces as late as 1935.

Richard Raab, a veteran of the last war, and incidentally the early riser of the group, will complete his twenty-second year with the Equipment Division on June 27th. Frank Compton, who has the reputation of being an authority on antiques as well as a collector, has been around since June 27th, 1922, a year to the day later than Raab.

Rea Hebling is next in line, having joined the forces of the Highway Department in June of 1924. The boys refer to Rea as the "great hunter" because of his enthusiasm and ability as a nimrod. He is now doing spare-time work in a ship yard.

Another sportsman, as well as another who came to the Department in June, is Jess Vannaman who spends his summer weekends as a captain one of the fishing boats. Jess has been around since 1927 and is helping the war effort by part-time shipyard employment.

Harry Compton, absent because of illness at the time the picture was taken, is the philosopher of the crew. Harry is the pipe smoking type who makes his home his hobby and gets his off-time exercise tilling a victory garden.



VINELAND GARAGE

In the nineteen years that Havran has been assigned to the South Jersey territory he has done a bang-up job. Prior to the time he took over the inspection of equipment in that territory, considerable trouble was encountered both in the maintenance of equipment and with equipment operator relations. Both obstacles have long since been overcome due to Joe's ability to handle the situation in an efficient and understanding manner.

In posing for the above photo, the boys lined up, from left to right, as follows: Raab, Vannaman, A. Havran, Jos. Havran, Compton and Hebling. A nice bunch of fellows.

Are You Doing Your Share?

Frank Spagnola, Assistant Civil Engineer in the Construction Division, recently wrote to the "Suggestion Box" urging that the Highway Department inaugurate a campaign to encourage employee participation in various units of Civilian Defense. Such a campaign has been in progress for over a year, under the direction of the Office of Civilian Defense, and a great number of our men and women are at present giving generously of their time to such activities. But there is still plenty of need for volunteers.

The work of the Red Cross, Air Raid Precaution, Reserve Police, Airplane Spotters and other organizations needs no eulogizing in these columns. They are doing a work that only civilians can perform under Democracy; a work that is the very essence of Democracy in its conception and execution. The very security of our civilian population would depend upon the abilities of these specially trained citizens were we to be faced with an emergency.

Can Be Bombed

Many, perhaps, are inclined to

minimize the possibility of such an emergency and offer valid arguments in support of their contentions. With these people we do not take issue. We simply wish to state that those who are in a far better position to know the facts than we are, maintain that air attack is possible. In fact, many of these authorities think that such a raid is entirely practical if only for the purpose of building up Axis morale.

Should destruction come from the air, there is no way of pre-empting where it would strike. It therefore behooves every city and hamlet in New Jersey to be prepared for any emergency. Preparation requires manpower, and that means every one of us has an obligation to perform for our individual communities. No section of this State is adequately manned and it cannot be until all of us volunteer to do our share. Go to your local defense council and offer your services. They will place you where your efforts will be most needed and you'll feel better for the small contribution you'll be making.

MAINTENANCE NOTES

GENE BECKNER

The South Jersey Highway Employees' Association held its monthly meeting on May 5th at Vineland. The incumbent staff of officers was re-elected for the coming year: President, Edward S. Fogg; Treasurer, George Phifer; Recording Secretary, Harry S. King; Corresponding Secretary, Walter Eckert. A committee was appointed to arrange for the annual outing and the members are looking forward to a good, old time get-together in the near future. Refreshments were served after the business meeting.

Joseph Di Bella, member of Foreman Pete Lutz's maintenance crew who was injured on the job February 27th, has returned to active duty. Joe was laid up for well over two months and we are glad to see him back on the job.

George Reed, employed in Foreman George Beattie's crew had a bit of tough luck Saturday, May 15th. He slipped and fell while at home and broke his right leg. He has returned to his home at 193 Paxton Street, Paterson, after a siege at the St. Joseph's Hospital in that city. Good knitting, George!

Elenorio Ciolifi, who had been working with Foreman Jack Taylor up at Fernwood, was off ill during the latter part of March and on through the month of April. When he had recovered sufficiently to be up and about, it was found that it would be unwise to permit him to return immediately to the strenuous work in a regular maintenance crew. Remembering that the Electrical Division was badly in need of bridge tenders, Charlie Levine contacted Joe Hunt and arrangements were made to transfer Elenorio to the Electrical Division. He is now assigned to the Highlands Bridge on Route No. 36.

Jimmy Walter left Friday, May 21st, for Rochester, Minnesota, where he plans to enter the famous Mayo Brothers' Clinic for treatment. Jimmy has not been feeling well for some time, and to further complicate matters, a few months ago he slipped on an icy pavement and strained a ligament in his knee. Such an ailment is serious for a man of ordinary stature, but when you are concerned with a man of Jimmy's avoirdupois such a strain has little if any chance of mending. We think Jimmy is wise in seeking the best treatment available, and sincerely hope that his visit to Rochester will result in all that he hopes for and deserves.

Joseph Vizzini, Institutional Road Foreman under Supervisor Lanzara, has been honorably discharged from the army and has returned to his duties with the Department. Others in the over-age group who had been inducted and have now returned to duty with the Department following honorable discharge are Harry Treen, of Millville, employed in Earl Whildin's crew; Patsy Carlomango, of Jersey City, in Foreman Bill Hagin's gang; and Lee Wilkinson, of Medford, working in Patrolman Henry Henken's gang. Welcome back, boys!

Saw a picture of Bill Keeney, now storekeeper in the U. S. Navy on leave from Charley Hurley's office, in a Philadelphia paper the other day. Bill was pictured issuing a pair of shoes to his son. After all the years Bill spent in furnishing shoe leather for that fellow, it must have been a pleasure to hand over a pair of G. I.'s.

Earl Storer made a photo in the Newark News other night, too. Stogie was pictured holding "Old Glory" at the ceremony opening the Hudson and Manhattan Bridge in Newark to vehicular traffic. Sort of stealing Ella Moore's racket, who at one time did a first class flag-holding job for the D. A. R.

Word comes to us that Joe Tallon, husband of Helen Tallon of the Administration Division, who was formerly employed by this Department in the Construction Division and has of recent years been a Motor Vehicle Inspector, has enlisted in the Navy "Seabees." Joe's point of training is not known at this writing, but we wish him lots of luck and hope Helen won't find it too lonely.

REDUCING ACCIDENTS IS THEIR BUSINESS



Here is what is left of the White Line Gang, with the exception of Harry Stillwell who was absent when the photo was taken. The rest of the boys are now scattered over the face of the globe in the service of their country. From left to right are: Andy Gresko, Joseph Raywood, Harry Butterfoss and Irvin Van Zant.

Highwaymen To Work As Firefighters

Will Assist Fire Wardens in Curbing Conflagrations

As the result of a conference held on April 27th and attended by Commissioner Miller, Mr. Charles Wilber, Director of the Department of Conversation and Development, Captain Leroy S. Fales, State Fire Warden, Highway General Solicitor Benjamin C. Van Tine and Superintendent of Maintenance Alex W. Muir, a decision was reached whereby Highway employees of the Maintenance Division will in the future render all possible assistance in the control of forest fires in New Jersey.

While it is not generally known, the number of forest fires in this State has increased annually due to carelessness on the part of the ever-increasing number of people enjoying our woodlands. Each year the damage thus caused runs into hundreds of thousands of dollars and thousands of acres of timber are destroyed.

In 1936 alone, forest fires numbered 1234 and these conflagrations left in their wake 69,000 acres of smoldering New Jersey forests with a loss to the State of over half a million dollars, not to mention the irreparable damage to the countryside.

Last year the number of such fires has increased to 1,893, although more efficient protection prevented the total loss from equaling that of 1936.

It was this increase in the number of fires coupled with the proven value of prompt action at their inception that caused Mr. Wilber to appeal to Commissioner Miller for assistance from the Highway maintenance forces. He feels that through the cooperation of Highwaymen, working under the supervision of experienced fire wardens, this needless loss can be further curtailed.

In outlining the arrangement under which such services will be rendered, certain definite policies were laid down. It was agreed that no charge would be made for the services of Highway employees engaged in fighting fires during regular working hours. However, when such services were rendered beyond these hours, the cost of such employment was to be borne by the Forest Fire Service at rates fixed by statute.

It was further agreed that State Highway equipment would not be required in this work, except for small tools and such vehicles as were necessary for the transportation of Highway forces. In addition to this it is understood that all Highway employees thus engaged were to be relieved from duty as soon as replacements from the forces of the Department of Conservation and Development arrived on the scene. Complete instructions covering all phases of this agreement have been sent to all maintenance Supervisors, Foremen, Assistant Foremen and Patrolmen.

At the present time the New Jersey State Museum is featuring an exhibit showing the value of New Jersey's forests and the meth-

White Line Gang Contributes Much To Traffic Safety

No activity of the State Highway Department contributes more to safe driving than the painting of white traffic lines.

They serve to keep vehicles in an orderly procession during the day; they are of special value as a guide at night and are virtually indispensable in fog.

The speed with which the work is done has brought many favorable comments to the Department as the men assigned to this task have a hazardous occupation at best when vehicles are zooming past too close for anyone lacking iron nerves.

The rapid system they have evolved for collecting the miniature red flags set out while the paint dries is a feat in itself. It demands exceptional skill and agility as the retrievers perch on narrow mud guards or running board of the fast moving truck and by precarious and continuous long-arm reaching snare every flag to be used again on another section. That several of them are now in tharmed service is no surprise—they can take it—the Nation is lucky in having men of their calibre.

Earl L. Storer of the maintenance division is the supervisor on the projects.

John T. Carr, Jr., who is now across the seven seas in uniform for by hazardous occupation of the Seabees is the foreman. Others in the crew are assistant foreman, Howard Ziegler, now in the armed service; assistant foreman Harry Butterfoss, and Joseph Raywood, Irvin Vanzant, Andrew Gresko, Harry Stillwell, and the following also serving their country in the armed service: Charles Gretton, Alcaid J. Wright, John Mannfield, James Bruthers and Warren Eltonhead.

They have to their credit 7,764,555 feet of traffic lines, four inches wide throughout the State. Of the six-inch lines they have completed 790,851 feet on State routes; 60,786 feet at school cross walks and 219,475 feet for stop lanes at street intersections.

In total, the State has 1,682 miles in the State Highway system and of these 246 are divided roadway type.

F. A. Reddan.

James J. Tyman

James J. Tyman, of White Horse, one of the veteran employees of the Equipment Division, passed away at his home on Sunday, May 30th, following a lengthy illness. His career with the Highway Department started on June 16th, 1921 and during his many years of employment he made many friends throughout the Department who will mourn his passing.

Mr. Tyman is survived by his widow, Mrs. Florence Tyman and a married daughter, to whom THE HIGHWAY extends sincere sympathies.

ods of conservation which are recommended to preserve and replace this timberland.